PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1949

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Report by the Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY

I have the honour to present the Annual Report on the work of Port Health Administration in the Port of Manchester during the year 1949, in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935.

This Report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in the Appendix to Memo. 302/S.A. of the Ministry dated December, 1946.

Grateful acknowledgment is made of the valued assistance given at all times by the staff of the Manchester Ship Canal Co. and of H.M. Officers of Customs.

E. H. WALKER,

Medical Officer of Health.

Members of Port Health Authority

The membership of the Authority for the year was as follows :—

Alderman Sir THOMAS ROBINSON, Kt., K.B.E., J.P. (*Chairman*)
Borough of Stretford.

Alderman S. H. HITCHBUN Alderman A. JAMES Alderman W. SOMERVILLE, J.P. Councillor T. M. LARRAD	Manchester.
Alderman W. S. ROBERTS, J.P. Succeeded in July by Alderman J. A. WEBB, C.B.E., J.P. Alderman W. W. CRABTREE (*Deputy-Chairman*) Alderman J. BRENTNALL, J.P. Councillor E. W. BELL	Salford.
Alderman A. A. J. TRIPPIER	Borough of Eccles. Irlam U.D. Urmston U.D.
Councillor H. T. NICHOLLS	Lymm U.D. Runcorn U.D. Runcorn R.D. Bucklow R.D.
Alderman D. PLINSTON	Warrington C.B. and R.D.
Councillor J. LONGTON	Borough of Widnes. Borough of Bebington. Ellesmere Port U.D.

OFFICIALS OF THE AUTHORITY :

Clerk to the Authority :

A. HOWARD FLINT, Solicitor, Bexley Square, Salford 3.
Telephone : BLAckfriars 9214.

Medical Officer of Health :

E. H. WALKER, M.B., D.P.H.
Telephones : Office, TRAfford Park 1714 ; *Residence,* LONgford 1700.
Telegrams : "Portelth" Manchester.

Deputy Medical Officer of Health :

V. NEWTON, M.R.C.S., D.P.H.
Telephones : BLAckfaiars 7852 ; *Residence,* PENdleton 2721.

Food Inspectors :

W. H. Jennings, (1), (2).
T. Borrows, (1), (2).

Sanitary Inspectors :

G. E. Stanley, (1), (2), (3).
W. H. Thompson, (1). (Resigned, August, 1949).
N. M. Sampson, (1).
R. Egan, (1). (From 19th September, 1949).

Medical Officer's Clerks :

T. A. Buckley, (1).
R. Egan. (1) (Until 17th September, 1949).
J. C. Hilton. (From 19th September, 1949).

Motor Boat Engineer : R. C. Ashton.

Rodent Operative : V. Kendal.

(1) *Certificated Sanitary Inspector.*
(2) *Certificated Meat and Food Inspector.*
(3) *Master Mariner.*

Offices :

168 Trafford Road, Salford 5 (*Telephone :* TRAfford Park 1714).
67 Langdale Road, Runcorn (*Telephone :* Runcorn 2919).

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR (1949)

TABLE A.

		Number	Tonnage	Number Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were reported to Ministry of Transport Surveyors	Number of vessels reported as having, or having had, during the voyage infectious disease on board
				Boarded by Liverpool Port Medical Officer	*By the Sanitary Inspectors*				
Foreign	Steamers	1,314	2,583,027	120*	1,134	423	210	—	13
	Motor	402	913,426						
	Sailing	—	—	—	—	—	—	—	—
	Fishing	—	—	—	—	—	—	—	—
	Total Foreign ...	1,716	3,496,453	120	1,134	423	210	—	13
Coastwise	Steamers	1,523	753,833	—	565	189	104	2	2
	Motor	615	328,100						
	Sailing	—	—	—	—	—	—	—	—
	Fishing	—	—	—	—	—	—	—	—
	Total Coastwise ...	2,138	1,081,933	—	565	189	104	2	2
Total Foreign and Coastwise ...		3,854	4,578,386	120	1,699	612	314	2 (*verbally*)	15

* Includes one inspected by Port M.O.H. at Manchester.

This Table is compiled from information kindly supplied by H.M. Collector of Customs.

II.—CHARACTER OF TRADE OF THE PORT.
TABLE B.

(A) Passenger Traffic during 1949 ; Inwards 906 ; Outwards 1,076. (Class of Passenger not recorded).

(B) Cargo Traffic. Tonnages of principal Imports and Exports during the year :—

Imports.	*Tons*
Beer and Porter	74,580
Chemicals	23,241
Clay	24,301
Coal	44,929
Copper, &c.	32,727
Cotton	145,402
Cotton Goods	11,011
Cottonseed, Linseed, &c.	4,765
Dyes	291
Flints	1,177
Flour, Meal, &c.	60,448
Foodstuffs	85,236
Fruit (Green and Dried)	30,457
General Cargo	347,404
Glass	176
Grain	401,855
Hides and Skins	2,371
Iron—Manufactured	194,325
Iron—Pig and Scrap	2,638
Iron—Wire	19,242
Iron—Ores and Pyrites	499,459
Leather	144
Motor Spirit	716,545
Oil—Bulk	2,300,360
Oil—Whale	90,109
Oil—Palm	40,500
Oil—Casks	4,866
Paper	56,650
Cotton Waste	21,536
Paraffin Scale and Wax	146
Potatoes	3,123
Resin	2,078
Sand and Gravel	539,121
Spelter, Pig Lead, &c.	14,001
Starch, Farina, &c.	35,165
Stone, &c.	52,660
Sulphur	119,731
Tallow, &c.	1,223
Tea	19,723
Timber	200,624
Wines and Spirits	124
Woodpulp	271,016
Wool	10,844
Total Imports 1949	6,506,324
Total Imports, 1948	6,117,390

Exports.	*Tons*
Ale and Porter	1,666
Chemicals	296,472
Coal	891,329
Flour, Meal, &c.	7,775
Foodstuffs	13,509
General Cargo	283,593
Gravel	1,059
Hardware	9,280
Iron	125,439
Iron—Wire	6,350
Machinery	50,606
Motor Spirit	131,623
Oil—Bulk	389,709
Paper	3,829
Cotton Waste, &c.	13,975
Pitch	53,617
Salt	72,247
Textiles	23,198
Wool	8,077
Total Exports, 1949	2,383,353
Total Exports, 1948	2,004,942

Total Traffic, 1949	8,889,677
Total Traffic, 1948	8,122,332

(C) Foreign Ports from which Vessels arrive :

Algeria	Bona, Algiers, Oran and Philippeville.
Antarctic	Whaling grounds.
Argentina	Buenos Aires, Rosario and Bahia Blanca.
Australia	Melbourne, Port Pirie, Port Adelaide and Sydney.
Belgian Congo	Matadi.
Belgium	Antwerp and Ghent.
Brazil	Rio de Janeiro and Santos.
Canada	Botwoodville, Halifax, Montreal, Quebec, St. John, Sydney, C.B., Cornerbrook and Vancouver.
Ceylon	Colombo.
Cyprus	Famagusta.
Denmark	Aalborg, Copenhagen, Esbjerg, Frederikshaven and Odense.
East Africa	Beira, Lourenco Marques, Mombasa.
Egypt	Alexandria, Port Said, Suez and Abu Zenima.

Finland	Helsingfors, Kotka, Mantyluoto and Abo.
France	Bordeaux, Dunkirk, Lorient, Paris, Nantes, Rouen, Treport, Le Havre, St. Malo.
Faroe Islands	Thorshavn.
Germany	Hamburg and Bremen.
Holland	Amsterdam and Rotterdam.
Iceland	Reykjavik and Raufarhofn.
India	Bombay, Calcutta, Cochin, Vizagapatam.
Iran	Abadan.
Iraq	Basra.
Italy	Catania, Genoa, Savona and Trieste.
Morocco	Casablanca and Melilla.
Netherlands West Indies ...	Aruba and Curacao.
Norway	Bergen, Drammen, Narvik, Oslo, Porsgrunn, Christiansand, Stavanger and Trondhjem.
Pakistan	Karachi and Chittagong.
Palestine	Haifa and Jaffa.
Persian Gulf	Mena al Ahmadi.
Peru	Cabo Blanco, Lobitos and Callao.
Poland	Gdynia.
Portugal	Lisbon and Oporto.
Roumania	Constanza.
Russia	Archangel, Novorossisk and Odessa.
South Africa	Capetown, Durban and Port Elizabeth.
Spain	Almeria, Bilbao and Valencia.
Sweden	Gefle, Gothenburg, Lulea, Helsingborg, Norrkoping, Stockholm and Sundsvall.
Syria	Beyrout.
Trinidad	Port of Spain.
Tunis	La Goulette, Sfax, Sousse and Tunis.
Turkey	Iskenderun and Istanbul.
United States of America ...	Gulf and Pacific Ports, New York, Boston, Baltimore and Philadelphia.
Venezuela	Punta Carden.
West Africa	Bathurst, Dakar, Freetown, Lagos, Sapele and Takoradi.
Yugoslavia	Rijeka, Split and Susak.

MEDICAL INSPECTION OF ALIENS.

Manchester is not an Approved Port for the landing of Aliens.

III.—WATER SUPPLY.

(From information kindly supplied by the Traffic Manager of the Manchester Ship Canal Company).

(1) Source of Supply for—

(*a*) the Port.

(*b*) Shipping.

As detailed in previous reports, fresh water can be obtained by vessels at the Manchester Docks at various wharves between Mode Wheel and Barton, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port Docks and Eastham Locks, the sources of supply being from Corporation, etc., mains.

(2) Two samples of water were taken from vessels for chemical analysis and bacteriological examination, both of which were reported by the Public Analyst to be unsatisfactory. One sample, although "not essentially harmful", was objectionable owing to turbidity and particles of hydrated iron oxide. The matter received prompt attention and the water pipes were either renewed or cleaned out at the earliest opportunity when the ship went into Dry Dock at Liverpool. The second sample had a peculiar taste due to its alkaline reaction and rather high chloride content. A coliform count of 17 organisms per 100 m.l. (intermediate Type II non-faecal) was obtained from one sample and the Analyst recommended that the water be chlorinated. Chlorination was duly carried out in Manchester.

(3) Number of water boats : Nil.

IV.—PORT HEALTH REGULATIONS, 1933 and 1945.

Declarations of Health are supplied to Masters of vessels by officers of H.M. Customs and Inspectors of the Port Health Authority. During the year 521 Declarations of Health were received from the Customs Officers.

Treatment of Venereal Disease.

The Inspectors have continued to distribute Pamphlets giving information of local treatment centres.

The following information as to the treatment of seamen in the Port suffering from Venereal Disease is supplied by the Medical Officer of the Salford Treatment Centre, which is the nearest Treatment Centre to the Docks.

Patients with—	*British Seamen.*	*Foreign Seamen.*
Syphilis	16 ...	6
Gonorrhoea	49 ...	36
Other Conditions...	127 ...	58
Total	192 ...	100
Arsenobenzene Injections ...	96 ...	37
Bismuth Injections	102 ...	42

Number of Crews of various Nationalities on vessels inspected during the year :—

British—	
Europeans	28,239
Lascars	3,387
Chinese	338
	31,964
American	3,459
Belgian	74
Danish	1,192
Dutch	1,524
Egyptian	232
Eireann	168
Finnish	651
French	290
German	98
Greek	150
Indian	174
Italian	224
Jugo-Slavian	46
Norwegian	4,523
Panamanian	456
Polish	26
Portuguese	87
Russian	37
Spanish	311
Swedish	3,452
Turkish	27
Total	49,165

TABLE C.

Cases of Infectious Sickness on Vessels in the Port.

	Disease.	No. of Cases during 1949 — Passengers.	Crew.	No. of Vessels concerned.	Average Number of cases for previous 5 years.
(1)	Chicken Pox...	1	1	2	0.2
(2)	Erysipelas	—	2	2	0.0
(3)	Pneumonia	—	4	4	1.2

(1) One very mild case—fit to travel home. One case removed to hospital from Eastham.

(2) One case removed to Monsall Hospital, Manchester, and another to Astley Sanatorium, near Leigh.

(3) Two cases removed to Hope Hospital, Salford, and one to Ellesmere Port and District Hospital. The fourth case was found dead in his bunk. A post-mortem was carried out ; Salford Coroner's Certificate stated that death was due to lobar pneumonia.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival in Manchester.

	Disease.	No. of Cases during 1949 — Passengers.	Crew.	No. of Vessels concerned.	Average Number of cases for previous 5 years.
(*a*)	Enteric Fever	—	1	1	1.0
(*b*)	Malaria	—	4	2	21.0
(*c*)	Mumps	—	1	1	0.4
(*d*)	Pneumonia	—	2	2	3.0
(*e*)	Tuberculosis	—	1	1	2.2

(*a*) Removed to hospital at Beira.

(*b*) Three cases removed to hospital at Mombasa and another case at Takoradi.

(*c*) Removed to hospital at Montreal.

(*d*) One case removed to hospital at Sydney, Nova Scotia, and another at Colombo.

(*e*) Removed to a sanatorium on vessel's arrival at Avonmouth.

No cases of Plague, Yellow Fever or Typhus Fever occurred, and no plague-infected rats were found on vessels within the Port during 1949.

V.—MEASURES AGAINST RODENTS.

For the detection of rodent plague and of rat prevalence in ships and on shore, for the prevention of the passage of rats between ships and the shore, and the deratisation of ships, measures have continued on the lines detailed in previous reports.

There were 1,469 "rat inspections" made during the year, 491 by the Inspector at the Eastham end of the Port, and 978 by the Inspectors at the Manchester end.

732 ships were found without ratguards in position. 199 re-visits were made to note if ratguards had been fitted, following instructions from the Inspectors.

A further 513 re-visits were made in respect of applications for Deratisation Exemption Certificates and to supervise and follow up fumigations before issuing Deratisation Certificates.

RODENT OPERATIVE'S WORK.

The Authority's ratcatcher is employed in searching vessels for evidence of rodents, in estimating the number of rats present on each vessel, and in rodent control whilst the vessel is in port. All rats caught are destroyed and specimens are submitted to the Public Health Laboratory for examination. 37 rats were forwarded for examination during the year, but no plague infection was discovered.

Cage traps were laid on 49 vessels during the year. Daily visits were made, with the following results :—

Rats caught by trapping :

Brown	2
Black	47
	49
Vessels visited	625
Re-visits	534
	1,159

During the year there was a considerable decrease in the number of rats destroyed on shipboard. The total number obtained from ships was 567, as against 1,072 in 1948, 2,335 in 1947, and 1,306 in 1946. In addition 3 mice were caught on one vessel.

On vessels in docks, trapping accounted for 129 rats, 7 of which were on ships arriving from Infected Ports. 405 rats were destroyed as a result of 24 fumigations carried out during the year, as compared with 267 rats destroyed by 18 fumigations in 1948.

Special attention has again been directed to ships from infected ports and daily care has been exercised to prevent passage of rodents between ships and shore.

From Dock Premises the number of rats caught by the ratcatcher employed by the Manchester Ship Canal Co. was 2,178.

65 rats were destroyed by trapping and poisoning on 61 vessels by a private ratcatcher regularly employed by one of the Shipping Companies. A further 15 rats were trapped on 2 other vessels.

OTHER RODENT CONTROL MEASURES.

101 rats and 26 mice were destroyed on the Manchester Ship Canal Company's property at Ellesmere Port, Stanlow and Eastham under the direction of the Chief Sanitary Inspector of the Ellesmere Port U.D.C., and a kill of 270 was estimated. 238 inspections were carried out and 28 treatments undertaken.

The number of rats disposed of on the Runcorn premises was 190. The Runcorn U.D.C. constantly supervised the dock warehouses and greatly reduced the infestations.

The continued co-operation of the Chief Sanitary Inspectors of Ellesmere Port and Runcorn is very reassuring and the considerable reduction in rodent infestation on premises abutting the Canal within their jurisdiction is due to their combined efforts.

Rodent control measures on vessels lying at the Ellesmere Port section of the Canal were carried out by the motor boat engineer under the supervision of Inspector Stanley. Traps and poison baits were laid on 16 vessels, resulting in 33 rats being destroyed. Only 6 rats were caught on 2 tankers, the other 27 rats were caught on cargo vessels at Ellesmere Port. The time factor, with rare exceptions, does not allow rodent control to be carried out on oil tankers.

RATS DESTROYED DURING 1949.

TABLE E. (1) On Vessels.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Black	2	3	3	—	2	7	4	23	2	21	11	2	80
Brown	1	—	—	—	—	—	—	—	—	1	—	—	2
*Species not recorded	53	14	60	7	12	—	17	115	10	12	18	87	405
Examined	3	—	1	—	—	6	—	2	—	2	3	—	17
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

* These rats were picked up after fumigations.

TABLE F. (2) In Docks, Quays, Wharves and Warehouses

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Species not recorded	175	171	203	233	190	176	162	203	160	157	209	139	2,178
Examined	—	—	1	—	—	1	2	4	4	3	3	2	20
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.—Particulars relating to Plague "Infected" or "Suspected" Vessels, or Vessels from Plague Infected Ports, arriving in the Port during 1949.

Total Number of such Vessels arriving (1)	*Number of such vessels fumigated by* SO_2 (2)	*Number of Rats killed* (3)	*Number of such vessels fumigated by* HCN (4)	*Number of Rats killed* (5)	*Number of such vessels on which trapping, poisoning, etc. were employed* (6)	*Number of Rats killed* (7)	*Number of such vessels on which measures of Rat Destruction were not carried out* (8)
144	—	—	1	9	13	7	131

TABLE H.—Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage (1)	*Number of Ships* (2)	*Number of Deratisation Certificates issued* — *After Fumigation with* HCN (3)	*Sulphur* (4)	HCN *and Sulphur* (5)	*After Trapping, Poisoning, etc.* (6)	*Total* (7)	*Number of Deratisation Exemption Certificates Issued* (8)	*Total Certificates issued* (9)
Ships up to 300 tons	9	—	—	—	—	—	9	9
Ships from 301 tons to 1,000 tons	38	1	—	—	—	1	37	38
Ships from 1,001 tons to 3,000 tons	27	5	—	—	—	5	22	27
Ships from 3,001 tons to 10,000 tons	109	18	—	—	—	18	91	109
Ships over 10,000 tons.....	—	—	—	—	—	—	—	—
Totals	183	24	—	—	—	24	159	183

VESSELS FROM "INFECTED" PORTS.

Name of Country and Port from which Vessels proceeded to Manchester.	Number of Vessels.	Rats trapped in Manchester.
Algeria :		
Algiers, Bona, Oran, Beni Saf	4	—
Argentina :		
River Plate Ports	16	2
Ceylon :		
Colombo	2	—
East Prussia :		
Konigsberg	1	—
Egypt :		
Alexandria, Suez and Port Said	48	4
Federated Malay States :		
Singapore	1	—
Gambia :		
Bathurst	1	—
Greece :		
Piraeus	3	—
India :		
Bombay, Calcutta, Karachi and Vizagapatam,...	32	1
Italy :		
Fiume, Genoa Trieste and Venice	5	—
Morocco :		
Casablanca, Fedhala and Melilla	4	—
Nigeria :		
Lagos	5	—
Palestine :		
Haifa	5	—
Peru :		
Cabo Blanco	15	—
Syria :		
Beyrout	2	—
	144	7

Of 183 vessels applying for renewal of certificate, it was possible to issue Deratisation Exemption Certificates in 159 instances. Deratisation Certificates were issued in respect of 24 vessels, including 2 which were voluntarily fumigated by the owners.

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.—Classification of Nuisances.

Nationality	Number inspected during 1949	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health	Structural Alterations
British	1,042	50	358	474	19
Other Nations...	657	11	88	145	2

Particulars of the defective conditions tabulated in Table J are detailed below.

	British s.s. and m.v.	Foreign s.s. and m.v.
DEFECTS OF ORIGINAL CONSTRUCTION.		
Ventilation insufficient or defective	5	5
Ventilator in quarters not provided with wind chute	16	3
W.C. in communication with quarters ...	—	1
No washbasin provided	1	—
Heating apparatus not provided or insufficient	9	1
Entry of fumes into accommodation... ...	3	—
Insulation insufficient	2	1
Food lockers not ventilated	7	—
Insufficient food storage facilities	2	—
Quarters deficient in lighting	2	—
Drainage facilities inadequate	2	—
Water leakage into quarters from chain locker	1	—
DEFECTS DUE TO WEAR AND TEAR.		
Bulkheads defective allowing communication between W.C.'s &c. and quarters	3	—
Bulkhead not watertight	2	—
Decklights, portlights, etc., broken and defective	43	2
Decks, fittings, etc., defective	52	5
Lockers missing	1	—
Insufficient seating in messroom	1	—
Overhead deck in leaky condition	57	11
Quarters in leaky condition	3	1

	British s.s. and m.v.	Foreign s.s. and m.v.
Defects due to wear and tear—continued.		
Insulation defective	3	—
Stove and stove pipes defective...	11	3
Ventilation inefficient or defective	9	—
Flushing apparatus defective	30	11
Flush, waste and soil pipes defective... ...	23	11
Hawse pipe in leaky condition	1	—
Scupper pipe defective	2	—
Water system defective	4	—
Oil leakage into accommodation	1	—
W.C. seats require repairing or renewing	56	28
W.C. pedestals broken and require renewing...	20	10
Heating apparatus defective or absent ...	33	6
Doors not weatherproof or absent	3	—
DEFECTS DUE TO OTHER CAUSES.		
Quarters, etc., require cleaning	60	17
,, require painting	23	3
,, infested with cockroaches	234	78
,, infested with bugs	15	7
,, infested with weevils, ants, ,, silverfish, woodbeetles and flies	26	2
Water tanks require cleaning	2	2
No water available aft for washing	2	—
W.C.'s and urinals require cleaning... ...	26	18
Choked scuppers	23	3
Washbasins and sinks require cleaning ...	2	1
Accumulations of dirt and refuse about decks	28	6
Overcrowding and uncertified accommodation	7	2
Ship's gear, stores, etc., kept in quarters	—	1
No proper locker for storage of vegetables	3	—
Properly ventilated food cupboard required	1	1
Accumulation of coal in galley	1	—
Condensed moisture in quarters	4	3
Stagnant water in washplace, etc.	5	1
Fittings in dirty condition...	5	—
Natural light obstructed	3	—
Cabin in direct communication with W.C.	1	—
Ashtray required for stove...	1	—
Entry of fumes into quarters	2	—

	British s.s. and m.v.	Foreign s.s. and m.v.
DEFECTS DUE TO STRUCTURAL ALTERATIONS.		
Ventilator over bunk requires wind chute	4	—
Ventilation inefficient or defective	2	1
Bulkhead defective	2	—
Heating inefficient or defective...	1	—
Condensation on deckhead...	1	—
Food lockers not ventilated	5	1
No sanitary accommodation provided ...	1	—
Absence of door to forecastle entrance ...	2	—
Defective return valve to scupper	1	—

NUMBER OF INDIVIDUAL VESSELS INSPECTED.

Nationality	Individual Number of Vessels inspected during 1949	Number of Inspections made	Vessels on which defects were found	Defective Vessels remedied during the year	Vessels on which defects reported prior to 1949 were remedied
British	541	1,042	308	187	113
Foreign	357	657	117	63	33

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under these Regulations during the year.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

During the year 26 parrots and 1 budgerigar were found on board 5 vessels. Written undertakings to re-export the parrots and budgerigar were received.

VERMINOUS QUARTERS.

102 vessels at the Latchford-Eastham end of the Canal and 218 vessels at the Manchester end of the Port were found to be infested. Of these 320 vessels, 240 were British and 80 were of foreign nationality. Vessels infested with vermin comprised 18.8 per cent. of the total inspections (1,699).

Some 36 vessels which made more than one visit to the Port during the year were found on subsequent inspection to be still infested. 265

individual vessels inspected (196 British, 69 Foreign) during the year were found to be vermin-infested (*see Table on page* 18).

Disinfestation was frequently carried out whilst the vessels were in the Port, and in other instances measures of control were adopted here but the vessels sailed before final results could be ascertained. A continued increase in the number of vessels carrying supplies of insecticides was noticeable and by this means the infestation in these vessels was kept down to a minimum, if not entirely eradicated. A number of vessels are serviced on each visit to this Port.

For comparison, the following information has been abstracted from the Annual Reports of the Medical Officers of Health of ten other Ports.

VERMINOUS VESSELS IN 1948.

	British.	Foreign.	Total.
Manchester	164	44	208
London	76	2	78
Hull	1,088	46	1,134*
Newport	323	24	347*
Harwich	10	—	10
Barry	—	—	15
Grimsby	—	—	31
Swansea	—	—	94
Tees...	—	—	34
Sunderland	—	—	109*
Tyne	—	—	142*

* Includes various compartments. e.g, messrooms, store-rooms, galleys and pantries in addition to crews' accommodation, each counted as a separate defect.

The work of the Sanitary Inspectors at different parts of the Port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal :—

	Inspected.	Defective.
Acton Grange	7	2
Astmoor Marsh...	2	1
Barton	32	18
Bowaters' Wharf (Ellesmere Port) ...	52	15
Davyhulme	15	7
Eastham	3	1
Ellesmere Port	112	24
Ince	6	2
Irlam	32	14
Irwell Park Wharf (including Eccles) ...	64	29
Manchester, Salford and Stretford ...	883	303
Partington	87	38
Runcorn	56	23
Stanlow Oil Dock and Lay-Bye	223	87
Warrington	2	1
Weaste	23	17
Weston Point	85	22
Widnes	15	8
	1,699	612

Nationalities of the vessels inspected and the number found with defects :—

	Inspected.	Number with Defects.
British	1,042	462
American	74	4
Belgian	2	2
Danish	53	9
Dutch	104	21
Egyptian	4	1
Eireann	11	6
Finnish	29	8
French	4	1
German	8	2
Greek	4	1
Portuguese	2	1
Indian	3	3
Italian	5	4
Jugo-Slavian	1	1
Polish	1	1
Norwegian	183	56
Panamanian	18	6
Spanish	9	4
Russian	1	1
Swedish	140	17
Turkish	1	1
	1,699	612

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	Inspected.	Number with Defects.
British Steamships and Motor Vessels ...	1,042	462
Foreign Steamships and Motor Vessels ...	657	150
Totals	1,699	612
Re-Visits	595	
Gross Total of visits and re-visits ...	2,294	

In the Manchester Section there was an increase of 132 inspections over the previous year, and in the Runcorn Section an increase of 38 vessels was recorded.

OBSERVATIONS OF THE SANITARY INSPECTORS.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

The survey which first commenced in 1948 into the incidence of rats on foreign-going tankers was continued during the year, and a table on page 23 indicates some of the information gathered.

The number of tankers inspected at Stanlow and Ince was 170, an increase of 1 over 1948. It is interesting to note that the total number of tankers found infested at the time of inspection dropped appreciably from 41 to 27, due to the low figure of 17 British-owned vessels. Foreign tonnage showed a slight increase from 8 to 10. A total of 10 tankers (7 British, 3 Foreign) which showed evidence of slight old infestation are not included in the table. This number comprised 6 spirit and 4 fuel oil ships.

The further results obtained still do not support the theory that rats avoid spirit tankers, 15 out of 94 such tankers being discovered with rats on board, giving a slightly lower percentage as against fuel oil carriers.

During the year only one tanker (British) was classified as heavily infested, her cargo was gas oil, and her Deratisation Exemption Certificate had just expired. Permission was given to obtain a new Certificate at the next British port to which the ship was proceeding for overhaul. A letter was sent to the Port Health Authority concerned, notifying them of the position, but unfortunately no reply was received. The Master of another British tanker carrying spirit reported having trapped or killed 36 rats in six months whilst out East. The effort was commended, as examination revealed only very slight activity, but ample evidence of past heavy infestation. A third British tanker with spirit cargo was moderately infested on arrival after an eight months' voyage, during which 14 rats were accounted for. Fumigation was carried out a month later at another British port but no dead bodies were recovered, a likely result when one considers that in the intervening period the tanker was undergoing repairs in a busy dockyard. When ships lay up for overhaul, fumigations are often delayed as long as possible. The activities and noise on vessels in repair yards are well known, and it is submitted that many rats are driven ashore, so that when the fumigation does take place, the target may have disappeared. It is suggested that deratisation should be carried out immediately after completion of cargo discharge whenever possible.

The overall fall of infested tankers in 1949 over the previous year is encouraging, but I would not like to say the position has improved as it is not possible to compare fairly the results of one year with those of another. Satisfactory comparisons would only be permissible if the circumstances remained constant and the same tankers inspected each year. At Stanlow the age and type of tankers, oil carried, trades engaged in and foreign ports visited are all subject to variation. There are no foreign-going tankers trading regularly to Stanlow, and it is common for many years to elapse between visits to the port. The present world tanker fleet numbers approximately 2,090 ships of 1,000 tons gross and upwards, so the total inspected annually in the Canal is small in comparison. One is, therefore, inclined to the view that the information so far obtained can only be taken as a rough guide to the prevalence of rats on tankers. Further surveys should produce a more accurate picture of the position. It is hoped that conditions will steadily improve and result in a subsequent decline of foreign-going tanker-borne rodents.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

Nationality	Type of Oil carried	Number of vessels inspected	Number of vessels found clear of infestation	Number of vessels found infested			Percentage of vessels found infested
				Slight 1—5 Rats	Moderate 6—10 Rats	Heavy 11 Rats or over	
British	Spirit	71	61	9	1	—	14.0
	Kerosene	4	4	—	—	—	—
	Fuel	37	31	4	2	—	16.2
	Gas	7	6	—	—	1	14.2
	Lubricating ...	3	3	—	—	—	—
	Total	122	105	13	3	1	13.9
Foreign	Spirit	23	18	5	—	—	21.7
	Kerosene	2	2	—	—	—	—
	Fuel	18	14	4	—	—	22.2
	Gas	2	2	—	—	—	—
	Lubricating ...	3	2	1	—	—	33.3
	Total	48	38	10	—	—	20.8
All Vessels	Total 1949	170	143	23	3	1	15.8
All Vessels	Total 1948	169	128	33	6	2	24.1
All Vessels	Total 2 years ...	339	271	56	9	3	20.0

Rat infestations on coastwise vessels, including tankers, are rarely met with in this area of the Port, and it would appear that the control measures in force at the present time are bringing beneficial results.

MOTOR LAUNCH "HYGEIA"

On 19th October, 1948, the Authority's launch "Hygeia" whilst lying alongside the quay at Ellesmere Port was run into by a small coastal tanker. Damage was sustained to the cabin and other fittings, necessitating the launch going to the builders for repairs. After ten years' very satisfactory running under the care of the Engineer, the engine was in need of overhaul, and the opportunity was taken to have this carried out whilst the collision repairs were in hand. The "Hygeia" returned to service in May, 1949, and except for minor adjustments and repairs has continued to give good service.

G. E. STANLEY.

Nothing of an unusual nature occurred during the year in the Manchester-Latchford section of the Port.

There was an increase in the number of vessels arriving and the number of inspections made.

A steady improvement was noted in the standard of living accommodation on new vessels, but there is still room for much improvement on the older vessels, especially some coasters where the accommodation is still under the forecastle head, with one common room for eating and sleeping for up to 12 men. Until the 1894 Merchant Shipping Act is amended there is little hope of obtaining a higher standard of living conditions for British seamen on these vessels. Often there are no washing facilities apart from a bucket, which is a minimum statutory requirement and can hardly be considered satisfactory for men working in heat and coal dust. Other vessels have no running water available near the crew's quarters. The bogey stove, which is still the means of heating provided for many crews' quarters, is dirty, liable to smoke, and requires constant attention to give a suitable and consistent heat. The provision of a ventilated room or locker for drying clothes would help to keep a more healthy atmosphere in the accommodation.

If the requirements of the 1946 Supplement to the "Instructions as to the Survey of Master's and Crew Spaces," which apply only to vessels built since that date, could be extended to cover all British vessels, a vast improvement would be found in the British Mercantile Marine.

Legislation for British vessels, similar to that applied to Scandinavian vessels, would find very few ship-owners willing to allow their vessels to be laid up rather than comply with the minimum requirements.

The method of refuse collection and disposal in the Port is still haphazard and far from satisfactory. There was an increase in the number of notices served for accumulations of offensive refuse on vessels during the past year, and your inspectors are of the opinion that a further effort should be made to obtain a systematic method of collection.

N. M. SAMPSON.

R. EGAN.

FOOD INSPECTION.

LIST OF FOOD IMPORTS.

	From Foreign Ports.		From Coastwise Ports.	
Grain, Cereals, &c.—				
Barley	2,362	bags	18	bags
Barley Flour			60	cartons
Cornflour	202,817	bags	5,351	bags
Farinoca	1,360	bags		
Flour	725,692	bags		
Macaroni			3	bags
Maize	18,776	tons		
Oatmeal			137	bags
Quaker Oats	60,631	cartons	80	bags
Refina			5	bags
Rolled Oats	615	cartons	70	packages
Rye	500	tons		
Vermicelli	1,073	packages		
Wheat	260,896	tons		
Fruit, &c.—				
Apples	76,850	packages	7,953	boxes
Bilberries	94	chips		
Dried Fruits	548,623	packages	32	cartons
Figs	2,008	packages		
Fruit Pulp			1,407	casks
Gooseberries	681	bags		
Grapefruit	42,315	cases		
Oranges	349,368	cases		
Pears	1,330	cases		
Preserved Fruits	56	cartons		
Tomatoes	1,028	crates		
Vegetables—				
Dried Vegetables	515	cartons	497	bags
Fresh Vegetables	38,406	bags	200	bags
Vegetables in Brine	2,518	casks		
Fish—				
Salted Herrings			4	barrels
Dairy Produce—				
Butter	502	cases		
Cheese	437,786	packages		
Dried Egg Powder	74,111	cartons		
Dried Milk Powder	12,812	packages	1,026	cartons
Eggs	123,108	cases	51,183	crates
Frozen Liquid Eggs	49,048	cartons	50	cases
Meat, &c.—				
Bacon and Hams	18,367	packages		
Meat Extract	782	cases		
Pigs' Maws	2	casks		
Pigs' Spleens			14	bags
Pork Rinds	2	casks	30	bags
Salami Sausages	102	cases		
Salted Casings	61	casks		
Salted Whale Livers	346	tierces		

Edible Oils & Fats—			
Lard	222,934	packages	
Oleo Stearine	58	casks	
Palm Oil	950	tons	
Sweetened Fat	46,400	cases	23 cases
Tallow	3,171	cases	
Whale Oil	4,000	tons	
	5,260	drums	
Canned Goods—			
Apple Puree			656 cartons
Fish	257,707	cases	7,041 cartons
Fruit	66,950	cases	59,486 cartons
Fruit Juice	100	cases	
Jam and Marmalade	40,140	cases	7,457 cases
Meat	237,215	packages	1,941 cases
Milk	22,000	cartons	65,830 cartons
Mushroom Preserve	110	cases	
Puddings			10,925 cartons
Soup	10,343	cases	23,217 cartons
Spaghetti	200	cartons	107 cartons
Syrup			1 carton
Toffees	505	cartons	
Tomatoes	17,000	cases	
Tomato Juice	4,595	cases	
Tomato Puree	5,917	cases	
Tomato Ketchup			120 cartons
Vegetables	53,201	cartons	22,489 cartons
	550	tins	
Miscellaneous—			
Acetic Acid	10,806	drums	
Beer, Stout, Wines, &c.	8,486	packages	77,936 tons
			3,297 barrels
			4 cartons
Citric Acid	590	kegs	
Cocoa	166,569	bags	
Cocoa Beans	268,000	bags	
Coffee Beans	3,604	bags	
Coffee Essence	75	cartons	2,147 cartons
Condiments	4,765	packages	1,219 packages
Confectionery Commodities	83,652	packages	12,609 packages
Honey	15,217	cases	2 cartons
Mineral Waters	300	cases	
Mushroom Powder	5	cases	
Nuts and Kernels	6,325	tons	
	1,500	cases	
Pickles			35 cartons
Soya Beans	27,371	bags	
Tea	365,908	chests	142 chests
Tomato Sauce			56 cases

(1) Action taken under the Public Health (Imported Food) Regulations, 1937 and 1948, the Public Health (Imported Milk) Regulations, 1926, and the Public Health (Preservatives &c. in Food) Regulations, 1925 to 1948, continued as in previous years.

RESULTS OF INSPECTION.

Amounts of Food Imports which have been condemned during the year :—

Seizures on the various Dock Quays.

Articles.	Weight Tons	cwts.	qrs.	lbs.
Grain, Cereals, &c.—				
Wheat	682	5	3	2
Maize	87	4	2	0
Flour	11	10	0	0
Flour Sweepings	4	12	1	8
Rye		1	3	10
Fruit—				
Apples		3	3	0
Fruit (dried)		7	1	23½
Fruit Pulp		3	0	0
Canned Goods—				
Dried Egg			4	6
Fruit		5	1	1¾
Fruit (bottled)				22½
Fish		1	0	11⅜
Marmalade and Jam		4	0	26
Meats			1	0¼
Meat and Gravy	3	1	2	4½
Salad Cream				22½
Tomato Soup		3	1	16
Tomatoes				2¾
Tomato Juice				4½
Vegetables				4
Miscellaneous—				
Beef (frozen)			2	19
Cheese				22
Bacon				22
Custard Powder		9	2	18¼
Fruit Cake		1	2	17
Herrings in Brine		1	0	0
Lard		12	2	11
Salami Sausage	3	14	3	2
Soya Beans	1	11	3	6
Tea		14	3	19
Tallow	4	18	0	19
Pastry Mix			3	8¼
	802	12	1	21⅛

Over 99 per cent. (799 tons) of the food condemned was utilised for animal food or commercial purposes.

(2) *Shell-Fish.*—There are no shell-fish beds or layings within the jurisdiction of the Authority.

LABORATORY EXAMINATIONS.

(3) Number of samples of food examined by :

(*a*) Bacteriologist 3
(*b*) Analyst 20

The following samples were submitted for examination to the Public Health Laboratory, Monsall Hospital, Manchester :—

Nature of Sample.	Object of Examination.	Result.
Australian Salami Sausage	Bacteriological examination.	Organisms associated with food poisoning not isolated from this sample.
Canadian Canned Salmon.....	Ditto.	Contents sterile aerobically and anaerobically.
Norwegian Crab Paste	Ditto.	Contents sterile aerobically and anaerobically.

The following samples were submitted for examination to the Public Analyst, Manchester :—

Nature of Sample.	Object of Examination.	Result.
Yugoslavian Canned Sardines in Olive Oil	Metallic Content.	Not greater than 20 parts per million of lead.
Dutch Salad Cream	Preservative and Colouring Matter.	Free from preservative and harmful colour.
Dutch Chocolate Spread	Chemical Preservative.	143 parts benzoic acid per million — not permitted under the Public Health (Preservatives, &c. in Food) Regulations, 1925. Consignment of 154 cases re-exported.
Dutch Custard Powder	Colouring Matter.	Free from preservative and harmful colour.
Dutch Canned Salad Cream	Chemical Preservative.	Free from preservative.
Yorkshire Relish	Chemical Preservative and Colouring Matter.	Free from preservative and harmful colour.
Danish Lager Beer.....	Chemical Preservative.	Free from arsenic.
French Canned Mushrooms	Chemical Preservative.	Less than 0.1 parts per million of lead, no presence of arsenic.
French Canned Peas	Metallic Contamination and Chemical Preservative.	Free from preservative and metallic contamination.
Dutch Beer	Chemical Preservative.	25 parts sulphur dioxide per million.
Mexican Canned Meat and Gravy ...	Metallic Content and Soundness.	Contents sound ; free from metallic contamination.
Jelly Crystals	Preservative and Colouring.	Free from prohibited colour and preservative.

Nature of Sample.	Object of Examination.	Result.
Dutch Canned Gherkins	Chemical Preservative and Copper Content.	110 parts per million benzoic acid ; no copper content.
Herrings in Tomato Sauce	Soundness	Presence of fairly numerous hyphae of moulds, etc., but product classified as sound and fit for human consumption.
Spanish Canned Tomatoes	Soundness.	Cans in excellent condition and contents sound.
French Moroccan Sardines in Oil ...	Lead Content.	2 parts lead per million.
French Moroccan Sardines in Oil and Tomato.	Lead Content.	4 parts lead per million.
Baking Tin Grease Emulsion	Constituents.	40% rapeseed oil, 60% moisture ; no preservative found.
Cherries in Syrup	Preservative.	Free from preservative and prohibited dyes.
Norwegian Canned Brisling	Soundness.	No evidence of metallic contamination.

OBSERVATIONS OF THE FOOD INSPECTORS.

The foodstuffs imported during the year have increased in variety, and consignments have arrived in good condition apart from damage occasioned by transport and handling. The regular consignments of Canadian bacon have continued to arrive in good condition.

Sporadic contraventions of the Imported Food Regulations regarding the proper certification of meat and meat products have been encountered. Although a lenient view, due to ameliorating circumstances, has been taken during the post-war years, a firmer attitude must now be adopted.

Sampling of imported foodstuffs has been carried out regularly, close attention being paid to all new imports. Details of the analyst's reports on samples submitted are given on pages 28 and 29. A consignment of Dutch chocolate spread was re-exported on account of a breach of the Preservative in Food Regulations.

During the year, in an attempt to reduce cost of freightage, Australian salami sausage was carried in the general cargo space, as opposed to stowing in refrigerated compartments. On examination, the sausage was found to be heated, the fat rancid and exhibiting signs of mould growth. The bacteriologist reported, on a sample submitted, "organisms associated with food poisoning not isolated from this sample." The consignment was disposed of for pig food.

A large quantity of lard was condemned owing to contamination with carbon black at the place of discharge. As the continued landing of foodstuffs in this vicinity would obviously have led to further condemnations, the Port Medical Officer of Health raised the matter with the Manchester Ship Canal Co. At a meeting with their representatives arrangements were made for the removal of all damaged containers to a clean section away from the source of contamination.

Due to packing in flimsy cardboard cartons it was found necessary to condemn 1,482 tins of Mexican meat and gravy, the same being extensively crushed and burst.

A consignment of canned herrings in tomato, exported to the U.S.A., was rejected by the American authorities as not complying with their Pure Food Laws and returned to this country. A sample, submitted by this Authority for analysis, was found to be sound and fit for human consumption. The consignment was returned to the manufacturers.

Several requests have been received to examine and advise regarding the condition and disposal of ships' stores.

An endeavour has been made to utilise all condemned foodstuffs for commercial or animal feeding purposes and resulted in over 99 per cent. of condemnations being so used.

Amicable relations and full co-operation were continued with all Ministry departments, H.M. Customs, the Manchester Ship Canal Co., shipping and other firms.

W. H. JENNINGS.
T. BORROWS.
Food inspectors.

REPORT ON THE ADMINISTRATION OF THE PUBLIC HEALTH ACT, 1936 (Part X)

For the Year ended 31st December, 1949.

(1) The following Inspectors have been appointed by the Authority to carry out the provisions of the Canal Boat Regulations and Public Health Act, 1936 (Part X) :—

R. Egan
W. H. Thompson } for Section A (Manchester to Latchford).
N. M. Sampson

G. E. Stanley for Section B (Latchford to Eastham).

No Inspector devotes his whole time to the duties of canal boat inspection. For the purposes of administration, the Port is divided into two sections, viz., from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each Inspector is directly and solely responsible to the Medical Officer of Health for the proper supervision of his work under the Canal Boat Regulations.

A motor launch is in daily use on the lower reaches of the Canal and this enables the Inspector to keep under constant supervision canal boats, in addition to Merchant Shipping, at the Latchford-Eastham section of the Port.

(2) During the year there has been an increase of 114 inspections compared with those of the previous year. On the Runcorn section of the Canal 153 inspections were made, and on the Manchester section 196 inspections.

Individual Number of Canal Boats inspected during 1949	Number of Inspections made	Average Number of Inspections per boat	Individual Number of boats defective	Percentage defective to number of individual boats	Number of defective boats reported remedied
206	349	1.69	90	43.68%	30

INSPECTION OF CANAL BOATS.

Year.	Number of Inspections.	Number of Complaint Notes served.	Percentage Defective.
1949	349	100	28.65
1948	235	81	34.46

(3) The following is a summary of the defective conditions and contraventions of the Canal Boat Regulations found during the year :—

Certificates.	
Registration certificate not produced	22
Registration certificate dilapidated	5
Registration certificate does not identify owner	5
Markings.	
No marks	2
Marking indistinct or incorrect	14
Overcrowding	1
Cleanliness and Repairs.	
Cleansing and painting of cabins, lockers, berths, etc.	32
Leaking deckheads and overhead decks	27
Cabins, etc., dilapidated and repairs required	11
Defective stoves, stove pipes, etc.	11
Food lockers, etc., require repairing	3
Defective fittings in cabin	2
Infested with bugs	1
Infested with mice	1
Skylights, decklights broken	7
Floor requires repairing	1
Companion way hatch and coamings leaking	4
Condensation on bare iron	1
Ventilation and Lighting.	
Ventilation inefficient or ventilators defective	3
Provision of Water Cask.	
No water vessel, vessel not of sufficient capacity or defective	7
	160

(4) To secure compliance with the Acts, complaint notes have been promptly served upon the owners. No legal proceedings have been necessary to obtain the remedy of defects.

(5) No cases of infectious sickness occurred on a canal boat during the year.

(6) No boats have been detained for cleansing or disinfection.

(7) The Authority is not a Registration Authority.